B. Airfields

1. What is the present status of Mingaladon airport near Rangoon? When will its modernization be completed?

Mingaladon Airfield is the largest, most important airfield in Burma and one of two airfields in Southeast Asia currently capable of sustained medium-bomber operations, the other being Don Muang Airfield in Bangkok. The new 8,100 foot concrete runway, finished in February 1952, has a weight-bearing capacity of 340,000 pounds and is currently usable by heavy or medium bombers and jet-fighters. A new parking apron and taxi-track were scheduled for completion by June 1952, and are believed to be completed. Further developments, which include a new terminal building and administration buildings, are projected for completion early in 1953. These buildings will be prefabricated structures, constructed outside the country.

2. What is the status of airfields currently in regular use by the Burma Air Force and Union of Burma Airways such as Mergui, Tavoy, Hmawbi, Anisakan (between Mandalay and Maymyo), Bhamo, Kengtung, Myitkyina, Moulmein, Bassein, Katha, Akyab, etc? What are the lengths and load bearing capacities of these airfields? What are the fuel storage facilities and what is the extent of fuel stockpiling? 1/

1/ Additional information pertaining to this question, which became available too late to be evaluated and incorporated, will be forwarded at a later date.

Name	Class	Coordinates	Users	Description
Akyab A/F	3	20-08N 92-53E	UBA and, occasionally, foreign airlines	6,000 temporary ft. runway, weight-bearing, 80,000 lbs.; radio; drum fuel storage.
Anisakan A/F	5	21-57N 96-24E	Occasional Local civil airlines opns.	3,900 ft. temporary runway, weight-bearing, C-47.
Bassein A/F	5	16-43N 94-46E	UBA	3,300 ft. temporary runway, weight-bearing, 30,000 C-47; radio; limited lighting.
Bhamo A/F	3	24-16N 97-15E	UBA	6,000 ft. permanent runway, weight-bearing, 60,000 lbs.; taxiways; parking aprons; ~~30,000-gals-fuel tank~~.
Gangaw A/F	5	22-09N 94-07E	UBA	3,900 ft. natural-surface runway, weight-bearing C-47. (Minimum type airfield)
Heho A/F	4	20-44N 96-47E	RAF and UBA	5,400 ft. temporary runway, weight-bearing, 30,000 lbs.; radio, limited drum fuel storage.
Henzada A/F	5	17-36N 95-24E	UBA	3,600 ft. natural surface runway; weight-bearing 28,000 lbs. (Minimum air facility) Flooded June to October.

* Class 1

Permanent runways 7,000 feet or more in length able to sustain medium bomber operations.

Class 2

Permanent runways 6,000 feet or more in length able to sustain limited medium bomber operations.

Class 3

Runways 5,000 feet or more in length potentially able to sustain medium-bomber operations.

Class 4

Runways 4,000 feet or more in length which can be used by light transports and conventional fighters.

Class 5

Runways 2,000 feet or more in length; airfield operational or potentially important.

Name	Class	Coordinates	Users	Description
Hmawbi A/F	~~5~~ 4	17-08N 96-0[illegible]	BAF	5,550 ft. temporary runway, weight-bearing, 30,000 lbs.; parking aprons; minor repair; 3 steel-frame hangars.
Kalemyo A/F	5	23-11N 94-04E	UBA	3,600 ft. temporary runway, weight-bearing, C-47.
Katha A/F	5	24-09N 96-19E	UBA (limited use)	3,500 ft. temporary runway, weight-bearing, 30,000 lbs.
Kengtung II A/F	5	21-18N 99-~~33~~ 38E	UBA	3,900 ft. temporary ~~natural-surface~~ runway, weight-bearing ~~26,000~~ 30,000 lbs.
Kyaupyu A/F	5	19-25N 93-32E	UBA	4,480 ft. temporary runway, weight-bearing, 30,000 lbs.; parking aprons; ~~old War II fuel storage tanks.~~
Lashio A/F	4	22-59N 97-45E	UBA and BAF	4,500 ft. permanent runway, weight-bearing, 37,000 lbs.; limited radio, lighting, and POL.
Lanywa ~~Llarya~~ A/F	5	20-~~54~~ 58N 94-50E	UBA and Burma Oil Corp.	4,000 ft. permanent runway, weight-bearing, 30,000 lbs.; drum fuel storage. Twy, 1 H/S.
Loi-kaw A/F	5	19-41N 97-13E	UBA and BAF	4,520 ft. temporary ~~permanent~~ runway, weight-bearing, 30,000 lbs.; very limited drum fuel storage. (600 gal.)
Magwe A/F	5	20-10N 94-~~57~~ 56E	UBA & BAF	4,800 ~~4,500~~ ft. temporary runway, weight-bearing, 30,000 lbs. small natural parking area. Radio
Mandalay A/F	4	21-~~56~~ 57N 96-06E	UBA and BAF	4,000 ft. permanent runway, weight-bearing, 30,000 lbs.; parking apron; radio; fuel tanks in Mandalay.
Meiktila A/F	3	20-53N 95-54E	UBA and BAF	6,000 ft. permanent runway, weight-bearing, 30,000 lbs.; drum fuel storage; 2 steel-frame hangars. (damaged)
Mergui A/F	4	12-27N 98-38E	UBA, Siamese and Malayan Airlines	4,500 ft. permanent runway, weight-bearing, C-47; limited radio
Mingaladon A/F	1	16-54N 96-09E	BAF, UBA, and various international airlines	8,100 ft. permanent runway, weight-bearing, ~~[illegible]~~ 40,000 lbs.; taxiways; parking aprons; radio and lighting facilities; 100,000 gal. tank storage; bulk storage at Rangoon; semi-major repair; 4 permanent hangars.
Mu-se	4	23-59N 97-54E	UBA (?)	5,000 ft. permanent runway, weight-bearing, 37,000 lbs. 1,000 x 300 feet apron.

Name	Class	Coordinates	Users	Description
Mong Nit A/F (Tomeik)	5	23-06N 96-38E	UBA (occasionally)	4,280 ft. temporary runway, weight-bearing, 30,000 lbs.
Monywa A/F	5	22-13N 95-06E	UBA	4,900 ft. natural-surface runway, weight-bearing, C-47.
Mong Hsat A/F	5	20-32N 99-16E (town)	~~Civil~~ (Chinese Nationalists ~~Air Force~~)	6,000 ft. temporary runway; weight-bearing, ~~30,000~~ 60,000 lbs. (Est)
Myaungmya A/F	5	16-34N 94-56E	UBA	4,800 ft. natural-surface runway, weight-bearing, 30,000 lbs.
Moulmein A/F	4	16-27N 97-40E	UBA and occasionally, BAF	5,100 ft. temporary runway, weight-bearing, C-47; radio; drum fuel storage.
Myitkyina A/F South	3	25-23N 97-21E	UBA	6,080 ft. permanent runway, weight-bearing, 60,000 lbs.; parking apron; radio; limited lighting; drum fuel storage; hangar.
Pakokku A/F	5	21-21N 95-~~23~~06E	UBA	4,050 ~~5,000~~ ft. temporary ~~natural-surface~~ runway, weight-bearing. ~~no known~~ 30,000 lbs.
Pauk A/F	5	21-27N 94-28E	UBA	3,900 ft. natural surface runway, weight-bearing, 25,000 lbs.
Shwebo A/F	5	22-35N 95-44E	UBA	3,000 ft. temporary runway, weight-bearing, 30,000 lbs.
Tavoy A/F	5	14-06N 98-13E	UBA	3,600 ft. temporary runway, weight-bearing; C-47; parking and area ~~space~~; radio; limited lighting
Tawsalum A/F	5	21-05N 94-09E	UBA	4,800 ft. temporary runway; weight-bearing, 30,000 lbs.
Thaton A/F	5	16-56N 97-2[illegible]	UBA	3,900 ft. temporary runway, weight-bearing, 30,000 lbs. (flooded June to Oct.)
Toungoo A/F	5	19-01N 96-28E	UBA and BAF (limited use)	4,800 ft. temporary runway; weight-bearing, 30,000 lbs.; parking apron.
Namsang	**5**	**20-53N 97-44E**	**UBA and BAF (occasionally)**	**5,280 ft. temporary, 30,000 lbs.**

3. What are the fuel storage facilities and what is the extent of fuel stockpiling at Burma airfields?

Burma's oilfields and refinery produce no aviation fuels. Thus Burma is entirely dependent upon foreign sources for avgas. The Burmah Oil Company furnishes the greater portion of petroleum products required by the Air Force. Standard Vacuum and Shell Oil Company also are suppliers, but the bulk of their products go to commercial users in Burma. Aviation fuel storage facilities at

airfields are found only in the Rangoon, ~~Myitkyina, and Kyaukpyu~~ areas. Fuel storage facilities are so limited that, if bases other than Mingaladon at Rangoon were used, the capability of the Burma Air Force would be much reduced. Aviation gas must be airlifted from Mingaladon (100,000 gal. tank storage) to other airfields and hand-pumped into the aircraft.

4. What is the current status of the numerous airstrips constructed by Americans, British and Japanese during World War II?

During World War II, a large number of airfields were constructed by both the Allies and Japanese. Those developed by the Japanese were either improvements and extensions of the few former RAF fields or, more frequently, hastily constructed rolled earth or laterite strips suitable for light Japanese-type aircraft. Japanese airfields usually took the form of a number of strategically located complexes, each consisting of at least one all-weather strip, surrounded by fair-weather satellites.

As the Allies took the offensive in Burma, they built a number of more substantial airfields, frequently on the site of a captured Japanese strip. From this group emerged most of the airfields currently operational or considered easily repairable.

The majority of the World War II airfields have since been abandoned. Some of them were rendered unserviceable by the Japanese on their withdrawal and have never been repaired; while others have fallen into a state of disrepair through lack of maintenance, encroachment of jungle, or by cultivation. More recently some have been damaged by insurgent activity. Of the more than 300 airfields which existed in Burma during World War II, only 40 are now listed as operational or repairable. Most of these are totally or partially lacking in such auxiliary facilities as lighting, aircraft maintenance, refueling, navigational aids, and communication services.